2-1 May 2002

Executive Summary

The Lowry Avenue Corridor Plan was developed through a cooperative effort of Hennepin County, the City of Minneapolis, other public agencies, and the residents and business owners along Lowry. The study envisions a coordinated, phased plan for the entire Lowry Avenue corridor, and was based on three goals adopted by the County for the Lowry Avenue corridor: enhance access to jobs through public transportation; effectively link civic spaces through transit, bicycle and pedestrian connections; and congregate services, retail and office space around transit centers/nodes.

Analysis

The Plan includes analysis of land use, market conditions, potential environmental contamination, historical elements, and transportation and traffic. Significant neighborhood input from community meetings identified the need for a more pedestrian-friendly environment with more greenery and renovation or removal of problem properties. The transportation and land use analysis concludes that Lowry Avenue needs to be widened in certain segments to accommodate traffic, new bike lanes, parking, and streetscape improvements.

Roadway Improvements:

- Widen Lowry Avenue to four lanes (two lanes each direction) plus dedicated left turn lanes, plus a new landscaped median, between Marshall Street and University Avenue to handle anticipated traffic volumes and turning movements in this segment;
- Maintain Lowry Avenue at four lanes (two lanes each direction) with a new landscaped median from Lyndale Avenue to Marshall Street and from University Avenue to Central Avenue to handle anticipated traffic volumes in these segments;
- Narrow Lowry Avenue to two lanes (one lane each direction) from Xerxes Avenue to Lyndale Avenue and from Central Avenue to Stinson Boulevard.
- Acquire the first property abutting Lowry Avenue, either on the north side or south side, between Lyndale Avenue and Central Avenue to accommodate roadway requirements, parking, sidewalks, bicycle lanes, and landscaping.

Pedestrian, Bicycle and Other Improvements:

- Sidewalks at least 6 feet wide (8 feet in most segments) both sides of Lowry along the entire corridor;
- One-way on-street bicycle lanes 5 feet wide on both sides of the entire corridor.
- Added boulevards at least 6 feet wide with landscaping, from Xerxes Avenue to Central Avenue. No boulevards from Central Avenue to Stinson Boulevard;
- On-street parking in bumpouts with landscaped nodes along the entire corridor.

Redevelopment:

- Major redevelopment on several blocks around the Emerson-Fremont node, including added retail and residential uses, and accommodations for transit riders.
- Major redevelopment on several blocks around the Lowry/Lyndale intersection to include added retail, service and residential uses, with accommodations for transit.
- Redevelopment at the Lowry/Central node, with added retail and residential uses, and accommodations for transit, taking advantage of Central's strong commercial base.
- Extension of 31st Avenue between Dupont Avenue and Humboldt Avenue to improve access and provide better connection between public uses and the commercial node.
- A green space connection along Humboldt Avenue between the Jordan School south of Lowry and Folwell Park north of Lowry Avenue.
- A green space connection along 4th Street North between Cityview School on the north and Farview Park on the south.
- Concentration of commercial uses at key intersections, reintroduction of residential uses between these key nodes.

Phasing:

- Phase 1: Fremont Avenue to I-94
- Phase 2: Xerxes to Fremont
- Phase 3: Mississippi River to University Avenue
- Phase 4: University Avenue to Central Avenue
- Phase 5: Central Avenue to Stinson Boulevard